

# **Summary of the “Canal Conveyance Capacity Restoration Act”**

## **April 2021**

### **Purposes:**

- 1) Restore original conveyance capacity of major San Joaquin Valley canals to move flood flows to groundwater recharge areas in order to help farmers comply with limits on groundwater pumping under the state *Sustainable Groundwater Management Act (SGMA)*
- 2) Authorize additional funding to restore salmon runs on the San Joaquin River pursuant to the San Joaquin River Restoration Settlement Act

### **Funding framework:**

- The bill authorizes a 1/3 federal cost-share for restoring the canals’ capacity
- Coordinated legislation in the State legislature authorized by State Senator Melissa Hurtado would authorize a 1/3 state cost-share for restoring the canals’ capacity
- Under the coordinated federal and state legislation, the locals would also be responsible for a 1/3 cost-share for the canal restoration projects
- Federal funds may not be made available until the Secretary of the Interior determines that there is adequate non-federal cost-share under the terms of the Act.

### **Funding authorization:**

The bill would authorize \$831 million for four major projects:

- 1) \$180 million for restoring the Friant-Kern Canal
- 2) \$183.9 million for restoring the Delta Mendota Canal
- 3) \$289.5 million for restoring the federally-owned and non-federally owned portions of the California Aqueduct
- 4) \$180 million in additional funding to implement the Restoration Goal of the San Joaquin River Restoration Settlement Act

The bill authorizes an equal \$180 million for the twin goals of the San Joaquin River settlement, the Restoration Goal and the Water Management Goal (the latter of which is advanced by restoring the Friant-Kern Canal).

### **Limitations:**

Funding authorized under the bill may not be used:

- 1) To build new surface storage or raise existing reservoirs; or
- 2) To enlarge the carrying capacity of any canal, except for a temporary increase in carrying capacity that is intended to mitigate anticipated future subsidence and to avoid a second future project to mitigate for that future subsidence.